

# Martell's Brandies

are known and asked for all over the World.  
Sole Agents,  
**H. Price & Co.,**  
12, Queen's Rd., Central.  
453

# The China Mail

ESTABLISHED 1840

**D. C. L.**  
Old Tom Gin.  
The most reliable on this market.  
Sole Agents,  
**H. Price & Co.**  
12, Queen's Rd., Central.  
453

No. 12,983

號七月一十年四零百九千一英

HONGKONG, MONDAY, NOVEMBER 7, 1904.

日一初月十年庚甲

PRICE, \$8.00 Per Month.

## CHRISTMAS AND NEW YEAR GIFTS FOR HOME FRIENDS.

**MACEWEN FRICKEL & CO.,**

Undertake to Deliver Gifts, etc. (Free of Charge to Consignees) in any part of the World.

**LATEST SHIPPING DATES.**  
To England ... Nov. 8th  
To France ... Nov. 15th  
To Germany ... Nov. 15th  
To Italy ... Nov. 15th  
To United States via San Francisco ... Nov. 8th  
To United States via Suez Canal ... Nov. 10th  
To India ... Oct. 21st  
To South Africa ... Oct. 21st  
To Australia ... Oct. 21st  
To Canada ... Nov. 8th

**CHINA PARCEL EXPRESS.**  
Office—3, DUNDAS STREET, HONGKONG, October 7, 1904. 1816

## Intimations.

### BANK HOLIDAY.

IN accordance with Government Notification No. 782 the EXCHANGE BANKS will be CLOSED for the Transference of Public Business on WEDNESDAY, the 9th NOVEMBER, the anniversary of the Birthday of His Most Gracious Majesty King Edward VII.  
Hongkong, November 5, 1904. 2072

### HONGKONG BOAT CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, Tsim-sha-tui, on TUESDAY next, the 8th Inst., at 6 o'clock sharp.  
E. W. CARPENTER,  
Hon. Secretary.  
Hongkong, November 5, 1904. 1997

### NOTICE.

TO ALL WHOM IT MAY CONCERN.

WITH Reference to the Notification dated the 11th October, 1904, of the Revocation of the Power of Attorney given by PIERRE PAUL LEMAIRE to ERNEST ARTHUR MEUREUR, NOTICE IS NOW HEREBY GIVEN that the Power of Attorney referred to, was a Special Power dated the 24th November, 1900. Such Notice did not affect or revoke in any way the Power of Attorney given by Mr LEMAIRE to Mr MEUREUR to receive the amounts due under the certain Contracts contained in an Assignment dated the 31st October, 1903, from Mr LEMAIRE to Mr MEUREUR of the Goodwill of the Business in Hongkong of P. LEMAIRE & CO. together with the right to continue trading in Hongkong under that Name which business belongs to the said ERNEST ARTHUR MEUREUR solely.  
Sd. PIERRE PAUL LEMAIRE,  
by his Attorney,  
PAUL BARDILLON.  
Dated the 3rd November, 1904. 1988

### NOTICE.

WE Beg to inform our Customers that we will CLOSE our Shop from 1st DECEMBER, 1904, until further notice.  
**VICTORIA HAIR-DRESSING SALOON.**  
Hongkong, November 1, 1904. 1969

### WANTED.

YOUNG ENGLISH LADY, just arrived, desires Situation as GOVERNESS, or would give Private Lessons. Speaks fluent French, German and Italian. Music and Drawing.  
Apply to "M,"  
Care of "CHINA MAIL" OFFICE.  
Hongkong, October 26, 1904. 1925

### NOTICE.

THE Undersigned has taken over the Lease and Goodwill of the CONNAUGHT HOUSE HOTEL from This Date, and will not be Answerable for any Debts previous to This Date.  
KO PAN.  
Hongkong, November 1, 1904. 1974

**THE POPULAR SCOTCH IS BLACK & WHITE**



**JAMES BUCHANAN & CO.**  
SCOTCH WHISKY DISTILLERS  
By Appointment to  
**H. M. THE KING**  
and  
**HERE THE PRINCE OF WALES**

Supplied at all the leading Hotels, and to be obtained from LANE, CRAWFORD & Co., Queen's Road, Central.

## Business Notices.

### INNIS' (PATENT)

### METALIC ZINC POWDER

FOR PREVENTION OF CORROSION IN MARINE OR LAND BOILERS.

In Boilers where Corrosion has already taken place, the introduction of Zinc Powder will effectually stop it. This form of Metallic Zinc is 5 times more powerful in its preservative action than that of Zinc Slabs, Balls or Plates.

FURTHER PARTICULARS FROM

**W. S. BAILEY & CO.,**  
Engineers, HONGKONG.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain R. D. Thomas.  
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.  
s.s. FATSHAN, 2,260 tons, Captain W. A. Valentine.  
s.s. HANKOW, 3,073 tons, Captain B. Branch.  
s.s. KINSHAN, 1,995 tons, Captain J. J. Lossius.  
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

### SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

### Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.  
Departures from Hongkong to Macao on week days at 2.30 p.m.  
Departures from Macao to Hongkong daily at 8.30 a.m.

### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday and Saturday at 8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

### JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LINDO-CHINA STEAM NAVIGATION COMPANY, LTD.

### Canton-Wuchow Line.

s.s. SALNAM, 585 tons, Captain J. Wilcox.  
s.s. NANNING, 589 tons, Captain C. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—

### HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD AND SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

## PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.  
TWO MINUTES' WALK FROM POST OFFICE.  
SPECIAL TERMS FOR MONTHLY BOARDERS.  
RATES MODERATE.  
Hongkong, September 4, 1904. 1635

### DR HARRY FONG,

AMERICAN TRAINED DENTIST.  
ELECTRICAL and Latest Improved Appliances.  
41, QUEEN'S ROAD CENTRAL.  
Entrance on Lee Yuen Street.  
Hongkong, July 28, 1904. 1379

### THE AMERICAN SYSTEM OF DENTISTRY.

Dr. M. H. CHAUN,  
37, DES VEGES ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, July 28, 1904. 1386

### DR JE HANGIR,

MEDICAL PRACTITIONER,  
No. 10, D'AGUILAR STREET.  
Office Hours—9 A.M. to Noon,  
3 P.M. to 5 P.M.  
Residence—Occidental Hotel, Kowloon.  
Hongkong, October 20, 1904. 1887

### The Bovril Bottle

is familiar in the homes of Britishers the world over—in Great Britain itself Bovril is looked upon as the great national "stand-by" in case of failing strength. Bovril is the very embodiment of nourishment. It imparts strength in a most effective manner, and is, at the same time, extremely palatable.



To be obtained at all leading Hotels, and to be obtained from LANE, CRAWFORD & Co., Queen's Road, Central.

### 榮 CHEE WING & CO., 啟

28 & 29, LEE YUEN STREET (WEST) HONGKONG.

### DEALERS IN

All Sorts of COPPER, BRASS STEEL IRON WARE, &c.  
STEEL GIRDERS AND TREES,  
CORRUGATED IRON, PIG IRON, &c.,  
Suitable for  
SHIPS, ENGINEERS AND HOUSE BUILDERS.  
Hongkong, May 22, 1900. 1227

### CANTON HOTEL,

HO-NAM, CANTON.  
NEWLY OPENED.

SITUATED on the River Front at Ho-nam almost facing Shamshien. Rooms Elegantly Furnished, large and lofty, with Spacious Balconies. Excellent Position.  
Free from Obnoxious Surroundings.  
Boat always in attendance.  
Telegrams receive prompt attention.  
Visitors to Canton should not fail to secure accommodation before leaving Hongkong.  
CHAN CHING KOEN,  
Manager.  
Canton, October 28, 1904. 1938

### Dr NEWELL WILSON,

DENTIST.

LATEST AMERICAN METHODS.  
REASONABLE FEES.  
NO CHARGE FOR EXAMINATIONS.  
Office Hours—9 A.M. to 5 P.M.

First Floor,  
WATKINS' BUILDINGS,  
31, QUEEN'S ROAD CENTRAL,  
Hongkong, October 19, 1904. 2906

## Business Notices.

## BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

### BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.



BEWARE OF IMITATIONS. SOLE MANUFACTURERS:  
**BELL'S ASBESTOS CO., LTD., LONDON.**

A LARGE STOCK OF PACKINGS, JOINTINGS, &c. ALWAYS IN HAND.  
OFFICE—6, DES VEGES ROAD.

## LANE, CRAWFORD & CO.

### JUST RECEIVED

## NEW SEASON'S STOCK

### AND NEWEST DESIGNS

AXMINSTER CARPET SQUARES AND RUGS WOVEN IN ONE PIECE.

Genoese and Imperial Axminster Carpets.

Velvet Pile and Brussels Carpets.

Chenille, Tapestry and Serge Curtains.

Blankets and Eider Down Quilts.

**LANE, CRAWFORD & CO.**

## STAG HOTEL,

148, QUEEN'S ROAD CENTRAL.  
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED; WELL FURNISHED AND AIRY BEDROOMS.  
Monthly Boarders accommodated on very Moderate Terms.  
For Particulars, apply to  
**THE MANAGER.**  
Hongkong, November 3, 1904. 1895

## MARINE MOTORS AND MOTOR LAUNCHES.

THE Undersigned is Agent in China for LISTER & SONS of London and other BRITISH MANUFACTURERS, and will be pleased to supply Catalogues and Price Lists on application.  
A SAMPLER BOAT now Open to Inspection in Hongkong Harbour.

### G. O. MOXON,

5, VICTORIA BUILDINGS, QUEEN'S ROAD.

### D. NOMA, TATTOOER,

10, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. to 5 P.M. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, both honoured me with their patronage; besides many others of high rank. Prices Moderate and satisfaction guaranteed as attested by 3700 recommendations which I have received from all Sources.  
Hongkong, August 2, 1904. 1419

**N. LAZARUS,** 10, D'AGUILAR STREET, HONGKONG.  
OPTICIAN.  
SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.  
A. S. TUXFORD, Manager.  
Hongkong, October 1, 1904. 1797

## CLARK'S STUDIO,

4, ICE HOUSE STREET.  
PORTRAITURE IN ALL STYLES.  
AMATEUR WORK A SPECIALITY.  
Hongkong, October 5, 1904. 1812

## THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms.  
For Particulars, apply to  
**THE MANAGER.**  
Hongkong, August 1, 1904. 1413

## THE CARLTON HOUSE HOTELS.

8 and 10, ICE HOUSE ROAD (CENTRAL),  
(3 MINUTES' FROM THE CLOCK TOWER).  
NEWLY FURNISHED IN ELEGANT STYLE AS A FIRST-CLASS PRIVATE RESIDENCE.  
Situation very Healthy and Quiet; the General Appointments and Cuisine all that can be desired.  
For Terms apply to  
Hongkong, November 7, 1904. 1928  
**THE MANAGER.**

### WING FAT,

IMPORTER AND EXPORTER  
AND  
SILK MERCHANT.

JEWELLERY DEALER AND GOLD AND SILVERSMITH.

Has always on hand a Specially Selected Assortment of every kind and pattern of Chinese Manufactured SILKS, CURIOS, IVORY WARES, and best quality China Glass Cloth and Chinese goods.  
Also  
Best kind of Manila Cigars.  
Inspection is cordially Solicited. Prices very Low.  
No. 66, QUEEN'S ROAD CENTRAL.  
Next Door to Chinese Club.  
Hongkong, November 1, 1904. 1960

EVERY Mail brings us orders for Dr. J. E. Dyer Ball's New Book, entitled "MACAO, THE HOLY CITY, THE GEM OF THE ORIENTAL EAST." The last pages are now in type. The book will be issued by the middle of November. The Special Offer of \$1.50 per Copy is made to all who order on or before next TUESDAY, November 1st. After that date the price will positively be advanced to \$2.00 per Copy. The edition is a small one. Send Stamps, Money Order or Comptroller's Order to  
**THE CHINA BAPTIST PUBLICATION SOCIETY,**  
CANTON, CHINA.  
Canton, October 28, 1904. (1904)

NOTICE OF REMOVAL.  
**MESSRS F. BLACKHEAD & CO.** have REMOVED their Business to the "Green" Room of ST. GEORGE'S BUILDING.  
Hongkong, October 27, 1904. 1933

## Business Notices.

## GREEN ISLAND CEMENT CO., LTD. Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex Factory.  
In bags of 250 lbs net, \$3.20 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

**Shewan, Tomes & Co.,**  
GENERAL MANAGERS.

### FINEST

## BLACKBERRY BRANDY

Price per Doz. Qts., \$11.00.

Bottle, 1.00.

**LANE, CRAWFORD & CO.**

Hongkong, September 1, 1904. 950

## FAIRALL & CO.

## SPECIAL AUTUMN SHOW DAYS

COMMENCING

**FRIDAY,**

the 28th October, 1904.

Hongkong, October 27, 1904. 1080

### THE

## HONGKONG HOTEL

REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.  
LARGE AND AIRY RECEPTION ROOMS.  
READING AND PRIVATE BILLIARD ROOMS.  
EUROPEAN CHEF.

## CONNAUGHT HOUSE HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PHINOTPA OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply

**THE MANAGER.**

## VICTORIA DISPENSARY.

Aniseed and Licorice Cough Balsam

for  
Coughs, Colds, Hoarseness, and Soreness of the Chest—Price 50 cents and \$1.00.

## CRUTCHSHANK'S COUGH REMEDY.

A valuable remedy for Influenza, Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs—Price \$1.00 per Bottle.

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Christmas Cards for the Home Mails.

Japanese Novelties in Calendars.

Coloured Japanese Post Cards.

Japanese Hand-painted Cards.

Chinese Rice Cards.

Cards suitable for Painting on and also for Mounting Snap Shots.

## KUPPER PILSENER BEER

The Leading Beer in the Far East.



BEWARE OF IMITATIONS.

SOLE AGENTS:  
**Caldbeck, Macgregor & Co.,**  
15, QUEEN'S ROAD.

Hongkong, October 26, 1904.







Flagship of Rear-Admiral Fielder.  
 There is also a Philippine U.S. Squadron  
 Flagship of Rear-Admiral de Jongh.  
 Flagship of Vice-Admiral Bayle.



CARL ADDRESS: "AORER," HONGKONG.  
S. C. 5002, 4TH EDITION.ESTABLISHED 1869.  
**ACHEE & CO**

詳利廣

No. 17,

QUEEN'S ROAD,  
HONGKONG.**Furniture  
Dealers.**DRAWING-ROOM,  
DINING-ROOM,  
and BEDROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS and  
CHINA WARES.PASTEUR'S MICROBE-  
PROOF FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH  
TOWELS and  
COUNTERPANES.COOKING RANGES,  
KITCHEN UTENSILS,  
and HOUSEHOLD  
REQUISITES.**WM. POWELL,**  
LIMITED.WINTER SEASON.  
LADIES' DEPT.,ALEXANDRA  
BUILDINGS.Smart Boots and Shoes.  
The New Chiffon Velvet.  
Winter Jackets and Golf Capes.  
Season's Furs, Fleece, and  
Fascinators.  
Costumes, Coats and Skirts.  
Lace Bobs.  
Trimmed Hats and Bonnets.  
Underclothing and Corsets.  
Gloves, Fans, etc., etc.CHILDREN'S  
DEPARTMENTWool Hats, Jersey Caps, Hoods,  
Gaiters, Gloves, Dresses, Cloaks,  
Mackintoshes, etc.FURNISHING-  
DEPARTMENT

FIRST FLOOR.

New Tapestry Curtains, Table  
Damasks, Bedspreads, Bowls  
Quilts, Art Muslins, Embd. Sheets,  
Carpets, Rugs, etc.

DRESSMAKING.

English, French and American  
Styles.GENT'S DEPT.,  
28, QUEEN'S ROAD.Gent's Boots  
Winter Underwear.  
Knitted Waistcoats.  
Trunks, Bags, Fitted Dressing  
Cases, Exclusive Designs in Ties,  
Felt Hats, Gloves, etc.

TRADE MARK.

TELEPHONE No. 135.

THREE PLACED WHISKIES:

1st—KING EDWARD VII.  
VERY OLD LIQUEUR.  
Gold Label ... ..\$22.00

2nd—KING EDWARD VII.  
LIQUEUR.  
White Label... ..\$16.50

A Good 3rd:—  
'CLUB' \$15.00

A Whisky that is perfect with 'TAN-SAN' Water.

SOLE AGENTS:  
H. PRICE & CO.,  
12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Meeting.  
6 p.m.—Meeting of Hongkong Boat Club at Club Gymnasium, Tsim-sha-tui.

Miscellaneous.  
Goods per *Monmouthshire* undelivered after this date subject to rent.

General Memoranda.

WEDNESDAY, November 3.—  
Exchange Banks Close.  
Insurance Office Close.

THURSDAY, November 10.—  
11 a.m.—Auction of Household Furniture, at Mr Geo. P. Lammer's Sales Rooms.  
3 p.m.—Meeting of The Dairy Farm Co., Ltd., at Co.'s Office.  
Goods per *Benmore* undelivered after this date subject to rent.

FRIDAY, November 11.—  
Goods per *Osman* not cleared at 4 p.m. on this date subject to rent.

MONDAY, November 14.—  
3 p.m.—Auction of Crown Land at the Public Works Department's Office.  
Goods per *Glentworth* not cleared on this date subject to rent.

SATURDAY, November 19.—  
9 p.m.—Performance by the Hongkong Amateur Dramatic Club in City Hall.

**A. S. WATSON  
& Co., Ltd.**

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS,

ALEXANDRA

BUILDINGS.

PORTS

B.—(RED CAPSULE) A GOOD  
FRUITY WINE ... ..

Per Case of 1 Doz. \$16.00

C.—(BLACK CAPSULE) A FINE  
LIGHT PORT, several years in  
bottle, and particularly recom-  
mended for Invalids. There is  
no better value for money in  
Hongkong ... ..

Per Case of 1 Doz. \$20.00

D.—(VIOLET CAPSULE) VERY FINE  
OLD VINTAGE, a full-bodied  
after Dinner Wine, well-known  
and liked all over the East. ...

Per Case of 1 Doz. \$27.00

Port required for immediate use should  
be ordered to be decanted before being sent  
out.**A. S. WATSON & CO.,  
LIMITED,**

ALEXANDRA BUILDINGS.

BIRTHS.

On November 2, at 109, Range Road, Shanghai, the wife of D. WILLARD LYON, of a Son.

On November 2, at 18, Szechuen Road, Shanghai, the wife of C. E. SPARKS, of a Daughter.

On November 2, at Rosedale, North Szechuen Road, Shanghai, the wife of J. H. HIXON, of a daughter.

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, MONDAY, NOVEMBER 7, 1904.

EDITORIAL COMMENT.

The latest sanguinary THE ASSAULT effort of the Japanese before Port Arthur, reported in the Japanese official cablegram published to-day, appears to show a more tangible advantage gained by the Japanese than in most of their previous efforts against the fortress. The points of vantage secured in the determined assault which was commenced on October 30 enabled the Japanese to inflict great damage upon the various ships in the harbour, sinking two vessels of 3,000 and 3,500 tons respectively, and several times hitting the *Giyak*, a gunboat of 903 tons built in 1898; and to set fire to a portion of the town which had previously been sheltered, thereby exploding two magazines. It apparently cost the Japanese a mighty effort, for the telegram states the Russians recaptured the points lost, necessitating the Japanese making a second assault before they could finally hold them. It looks somewhat as though the Russians adopted their usual practice of exploding mines in the captured forts when first occupied by the Japanese. The official telegram, though carefully stating that forty dead Russians were found in the captured forts, makes no mention whatever of the Japanese casualties, and there is no doubt that they were of the usual appalling nature. This official cable has been followed by unofficial news showing that the bombardment from these newly-gained points of vantage was continued for 72 hours, a terrible rain of shells being poured into the city without cessation, and a general assault upon the remaining outer positions being made. The assault of the 30th was undoubtedly the commencement of an attack which had as its object the reduction of the place by November 3, the Emperor of Japan's birthday. The loyal Japanese nation put great stock upon such days, for it was upon the Crown Prince of Japan's birthday that General Oku's army, after repeated repulses, at last succeeded in capturing Shoaupou, on August 31, which sealed the fate of Liaoyang, and upon the fall of which General Kuro-patkin commenced to burn things in the city and to draw off his men. Since the Russians who are so gallantly defending Port Arthur have frustrated the desire of the Japanese to make a birthday present of the fortress to their Emperor, we might remind the latter that King Edward's birthday is on the ninth.

Interested Spectators.

At the Supreme Court this morning during the hearing of the action regarding contraband of war, the French Consul, M. G. Liebert, and the Hon. W. R. Collyer, Attorney-General of Singapore, were accommodated with seats beside His Lordship, Sir H. S. Berkeley. They were present merely as spectators, and evinced a good deal of interest in the proceedings.

Collapse at Bonham Strand.

The roof of a house undergoing repairs at Bonham Strand collapsed yesterday, doing considerable damage. The house in question is No. 73 and was the scene of a fire last month which rendered repairs necessary. These were being carried out by replacing some damaged material when the roof tilted and collapsed. There were three or four men working in the house at the time but no one was injured.

The Insurrection in Kwangsi.

A Canton despatch states that a brigade of government troops which went to recapture the city of Hoeh'ichou, near Liuchow, taken three weeks ago by the insurgents, after three days' incessant fighting, finally succeeded, on the 28th ultimo, in defeating the insurgents and retaking the city of Hoeh'ichou. Both sides suffered largely in casualties. The insurgents are reported to have been scattered and the majority have fled into the hills.

Masonic Dance.

The Masonic Quadrille Club's first dance this season will be given at the Masonic Hall, Zetland Street, this evening. These dances were a great success last year and promise to be just as enjoyable during the present season, the management being in the hands of Mr A. P. Goodwin, Hon. Secretary. After to-night the dances will be held on the 3rd of each month; except when that date is a Sunday, when they will take place either the day after or the day before.

Association Football.

The Naval Yard Football club defeated the Hongkong Club in an Association match on Saturday afternoon by one goal to nil. Coys scored for the Naval Yard. The teams were:—Hongkong: Sandford, goal; A. O. Lang and E. F. Annett, backs; H. C. Gray, C. A. Brown and E. G. Hall, halves; W. H. Williams (capt.), E. Humphreys, R. Macpherson, Master, and H. L. Gamit, forwards. Naval Yard: Strutt, goal; Walker and Taylor, backs; Glover, Watson and Hopwood, halves; Ruby, Baldy, Gladwell, Coyne and Littlewood, forwards.

Fete at the Roman Catholic Cathedral.

An open-air fete in aid of the funds of the St. Vincent de Paul Society was held successfully on Sunday night. By 9 o'clock, when the stalls were thrown open for business, the compound surrounding the Roman Catholic Cathedral was well filled with visitors, who at once commenced to make purchases from amongst the numerous articles offered. The compound and its approach were nicely illuminated with Chinese lanterns and electric light, and presented a bright appearance. As is annual, the case the fete was attended by a large number of Chinese residents, who made liberal purchases and thereby assisted the cause to no small extent. The stalls remained open until midnight, and in common with the shooting galleries and other side attractions, appeared to be doing good business. The principal stall holders were Messrs L. Noronha, G. G. and F. Fontana. The band of the 10th Bombay Regiment played selections liberally with a combined orchestra consisting of the musicians engaged by the Pollard Company and the *Scotlands* Philharmonics.

Marriage of Dr. Jordan.

The marriage took place at St. Joseph's Church, at 3 o'clock this afternoon, of Dr G. P. Jordan and Mrs Mary Josephine O'Connell-Daly, of Dublin. The ceremony was a quiet one only a few intimate friends of the bride and bridegroom, being present: Rev. Father Kelly, uncle of the bride, officiated, assisted by Rev. Father Augustine. Mr A. G. Ward acted as best man, and the bride was given away by Sir Paul Charter; there were no bridesmaids. Those present included the Hon. F. H. May and Mrs May, Dr and Mrs J. M. Atkinson, Mr and Mrs Northcote and Mr Shelton Hooper. Numerous invitations were issued for the reception at Sir Paul Charter's residence.

INFLUENZA is always more or less prevalent at this season of the year. This disease is very similar to a severe cold and if allowed to take its course is liable to cause serious results. The best treatment for influenza is to avoid exposure, and take Chamberlain's Cough Remedy. This medicine gives immediate relief and if used as directed, will ward off all dangerous consequences. For sale by All Dealers, Watson & Co., Ltd., General Agents.

LOCAL AND COAST NEWS.

The English Mail of the 8th October was delivered in London on the 5th Nov.

On the occasion of the birthday of the Emperor of Japan Consul and Mrs Uyeno, of Amoy, gave a reception at their residence. Most of the foreign residents were present and in the evening the house was beautifully illuminated. Some fine fireworks were seen.

Trade Marks in China.

Foreign Ministers met at Peking on Nov. 1 to discuss the question of trade marks in China.

Ball at Amoy.

Writing on November 1 our Amoy correspondent stated that the bachelors of Amoy were giving a ball that night, at which the band of the U.S.A. Wisconsin was supplying the music.

A Gunner's Suicide.

The suicide has been reported to the police of Louis George Hamford, gunner of the Chinese revenue cruiser *Lekin*. The cruiser is at present at the Kowloon Docks undergoing repairs, and it was there that the suicide occurred, the deceased shooting himself through the heart with a revolver.

Post Office Notices.

Wednesday next (Nov. 9th) having been declared a public holiday the General Office will be closed after the despatch of the German Mail for Europe at 11.30 a.m. There will be no delivery and a collection from the pillar boxes as on Sundays. The Money Order office will be entirely closed.

Interested Spectators.

At the Supreme Court this morning during the hearing of the action regarding contraband of war, the French Consul, M. G. Liebert, and the Hon. W. R. Collyer, Attorney-General of Singapore, were accommodated with seats beside His Lordship, Sir H. S. Berkeley. They were present merely as spectators, and evinced a good deal of interest in the proceedings.

Collapse at Bonham Strand.

The roof of a house undergoing repairs at Bonham Strand collapsed yesterday, doing considerable damage. The house in question is No. 73 and was the scene of a fire last month which rendered repairs necessary. These were being carried out by replacing some damaged material when the roof tilted and collapsed. There were three or four men working in the house at the time but no one was injured.

The Insurrection in Kwangsi.

A Canton despatch states that a brigade of government troops which went to recapture the city of Hoeh'ichou, near Liuchow, taken three weeks ago by the insurgents, after three days' incessant fighting, finally succeeded, on the 28th ultimo, in defeating the insurgents and retaking the city of Hoeh'ichou. Both sides suffered largely in casualties. The insurgents are reported to have been scattered and the majority have fled into the hills.

Masonic Dance.

The Masonic Quadrille Club's first dance this season will be given at the Masonic Hall, Zetland Street, this evening. These dances were a great success last year and promise to be just as enjoyable during the present season, the management being in the hands of Mr A. P. Goodwin, Hon. Secretary. After to-night the dances will be held on the 3rd of each month; except when that date is a Sunday, when they will take place either the day after or the day before.

Association Football.

The Naval Yard Football club defeated the Hongkong Club in an Association match on Saturday afternoon by one goal to nil. Coys scored for the Naval Yard. The teams were:—Hongkong: Sandford, goal; A. O. Lang and E. F. Annett, backs; H. C. Gray, C. A. Brown and E. G. Hall, halves; W. H. Williams (capt.), E. Humphreys, R. Macpherson, Master, and H. L. Gamit, forwards. Naval Yard: Strutt, goal; Walker and Taylor, backs; Glover, Watson and Hopwood, halves; Ruby, Baldy, Gladwell, Coyne and Littlewood, forwards.

Fete at the Roman Catholic Cathedral.

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BY TELEGRAPH.

['CHINA MAIL'S' EXCLUSIVE SERVICE.]  
[SUPPLIED BY REUTER'S VIA BOMBAY.]  
(Received on November 3, at 7.40 p.m.)

BALTIC FLEET MOVEMENTS.

SAILING FROM TANGIER.

British Battleships as Sentinels.

LONDON, November 5.

Reuter's correspondent at Gibraltar states that the Russian squadron leaves Tangier at dawn.

The British Battleships *Victorious* and *Magnificent* have been despatched to patrol the Straits of Gibraltar.

['REUTER'S SERVICE.]

Coal for the Russian Baltic Fleet.

LONDON, November 4.

The Foreign Office, in reply to a question by shipowners declares, that it is not permissible for shipowners to charter their vessels for the purpose of following the Russian fleet with coal supplies.

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THE TARIFF REFORM CAMPAIGN.

THE 'STANDARD' BOUGHT OUT.

Freetraders Most Influential Organ Gone.

LONDON, November 5.

Mr C. A. Pearson, proprietor of the *Daily Express*, and Chairman of the Tariff Reform League, has purchased the *Standard*.

The sale of this journal deprives the freetrader party of their most influential champion.

EDITOR AND POLITICIAN.

DEATH OF M. PAUL DE GRANIER DE CASSAGNAC.

LONDON, November 5.

The death is announced of M. Paul de Granier de Cassagnac, Editor of *L'Autorite* and member of the French National Assembly.

[M. P. de Cassagnac was born in 1843, and is therefore 61 years of age. At the age of 23 he joined the staff of *Le Pays*, and ten years later he entered the National Assembly. He was appointed Editor of *L'Autorite* in 1884, a position which he retained until shortly before his death. He has figured in many duels.—Ed., C.M.]

['REUTER'S SERVICE.]

CHURCH AND STATE.

Scene in the French Chamber.

LONDON, November 5.

In a debate in the French Chamber on some resolutions, which showed that the Ministry for War had been spying on officers, by means of reports from Masonic Lodges, M. Andre declared that clerical intolerance was still so strong in the army that he was compelled to resort to external channels for information regarding the political opinions of officers; M. Syveton, however, rushed at M. Andre and battered his face with his fists. M. Andre collapsed, streaming with blood, and a wild melee of the members of the right and left ensued. The sitting was suspended. M. Syveton was subsequently suspended but refusing to budge he was removed by the guards.

The Chamber approved of the Government.

THE MIKADO'S BIRTHDAY.

Col. Lawson, on behalf of the King, has called on the Japanese Legation and offered congratulations on the Mikado's birthday.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour Mr. T. Sercombe Smith, Puisne Judge.)

Monday, November 7.

CLARENCE J. PROVISIONS.

Chan So proceeded against Captain Emy for \$107.47, being money due for provisions supplied. Mr Dixon (for Mr John Hastings) appeared on behalf of defendant, but plaintiff did not appear.

Judgment was therefore given for defendant with costs.

FIRE AT AMOY.

American Consul Burnt Out.

Our Amoy correspondent writes on Nov. 5 as follows:—Between 9 and 10 p.m. last evening a disastrous fire occurred at the residence of Mr Foster, the American Consul here.

The cause is supposed to be a defective chimney flue.

A strong North East wind was blowing at the time, which fanned the flames.

Only the walls are now standing.

Dr and Mrs Carl Johnson were living in the house and had all their boxes there ready packed for going home.

Most of the furniture is burnt, unfortunately, including a piano belonging to Dr Johnson.

Very great sympathy is felt for all, for their loss must be terrible. All worked hard to put out the flames and it was hoped successfully, but owing to the strong wind they broke out again.

We hear many of the books and records are burnt.

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BY TELEGRAPH.

['JAPANESE OFFICIAL TELEGRAM.]

RUSSO-JAPANESE WAR.

THE PORT ARTHUR CORDON.

Shelling the town.

Tokio, November 5, 9.55 p.m.

The commander of the Port Arthur Army reports that the right and a part of the central column occupied, at sunset on the 30th October, the crest commanding the heights of Senghshuan, Erhlungshan, Tunkikwanshan, and North forts, and destroyed some of their flanker's outer trenches.

The other part of the central column, despite the enemy's fierce fire, assailed and carried at 2 p.m. the fort situated between Panlungshan and Tunkikwanshan north forts.

The Russians delivered repeated counter-assaults against this fort and we lost it at 10.30 p.m., but General Johnin successfully re-occupied it at 11 p.m., when he captured three field-guns, two machine-guns, three fish-torpedoes, many other trophies, and found forty Russians dead.

The left column captured on the same day Kobuyama fort, situated north-east of Tunkikwanshan.

On October 31 we attacked the harbour shipyard with large calibre and Naval guns, hitting the *Giyak* several times and sinking two steamers.

On November 1 two steamers in the western harbour, about 3,500 tons, each, and on November 2 another about 3,000 tons, were sunk.

Violent explosions, probably of powder magazines, were heard twice at the north end of the city.

We commenced, at noon on November 2, a heavy bombardment with Naval guns against one shipyard and other places east of the harbour, where fire broke out at 12.15 p.m., raging till 4 p.m.

On the same day our bombardment with large calibre guns inflicted considerable damage on the fort.

['REUTER'S SERVICE.]

General Stoessel Reported Wounded.

LONDON, November 4.

It is reported that General Stoessel was wounded in the latest fighting, of which the issue is still uncertain.

['REUTER'S SERVICE.]

Russia's Conciliatory Attitude.

LONDON, November 4.

Lord Lansdowne, in a communication to the London Chamber of Commerce, said that Russia had not all the representations of Great Britain and the United States in a conciliatory manner. He understood that Russian Naval Commanders had recently been furnished with instructions which would result in their exercising their rights in a less vacillating manner for the future. The Government was not able to find any ground for the suggestion that Russia had favoured German ships as compared with British. It was obviously impossible for any Government to inform shippers whether their particular cargo was entitled to immunity from search.

['REUTER'S SERVICE.]

THE SIEGE OF PORT ARTHUR.

A Terrible Bombardment.

SAN FRANCISCO, November 1.

The Japanese have at last made inroads on the inner lines of defence at Port Arthur and the fate of the beleaguered city hangs in the balance.

The terrific assault of the Japanese for the past twenty-four hours and the holding of every available inch gained, despite the desperate fighting of the Russians to dislodge the aggressors, has been attended with terrible mortality.

The continuation of the present onslaught is imminent and the greatest gloom prevails at St. Petersburg, where it is acknowledged that present reports are most discouraging.

SAN FRANCISCO, November 3.

More than forty hours Port Arthur has been subjected to a terrifying and incessant bombardment of shells.

Notwithstanding the concentrated fire from the garrison the Japanese have lost all their captured and are now utilizing the positions with their shells.

The danger to the city is now a very real one.

Through all Japan everything has been prepared to celebrate the double event—the anniversary of the Emperor's birthday and the taking of Port Arthur.

Particulars concerning fatalities have not been sent out but the slaughter of the last three days will exceed that of any other period of the same length of time.

SAN FRANCISCO, November 4.

The terrible bombardment of the land and sea forces at Port Arthur continues with unabated fury and terrifying effect.

For seventy-two hours a hail of shells has been poured into the Russian stronghold.

The Russian efforts of the Japanese to reduce the fort on the national holiday, led to feats of daring that cost business dearly.

The innumerable assaults on the Russian inner forts had been successfully repelled up to a late hour last night and the hope prevails in St. Petersburg that the gallant garrison has survived the terrible attack sustained by the Japanese national holiday assaults.

Notwithstanding the disappointment the assaults will continue indefinitely and the fort will be given no rest night or day.

The return fire of the Russians is reported to be weaker which may be due to a shortage of ammunition on the Russian part.

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## WHAT IS CONTRABAND?

## The Question of Provisions.

A case of more than usual interest came on for hearing in the Original Jurisdiction of the Supreme Court this morning, before His Lordship, Sir Henry Berkeley, when the *Oaks Shosen Kaisha* proceeded against the owners of the *Prometheus* for damages for a breach of a charter in refusing to carry provisions and timber, which the owners declared were contraband but which the charterers contended were not.

It appears that the *Oaks Shosen Kaisha* chartered the *Prometheus* from Messrs. Daniel Wier and Company, on behalf of the owners, for six months. Before the charter expired, a dispute arose which was submitted to arbitration. The arbitrator, Mr. E. A. Hewett, left three questions for the decision of the Court and it was for this decision that the parties brought the case into the Supreme Court.

The questions were:—  
(1) Whether under the terms of the Russian declaration the cargo intended for shipment from Yokohama and Kobe to Kagothima, Okinawa, Keelung, Amoy and Tientsin by the *Prometheus* was contraband. If so whether the Russian declaration in this respect is binding upon neutrals or whether it is *intra vires*.

(2) Whether the line upon which the *Oaks Shosen Kaisha* wished to employ the *Prometheus* was a "privileged" line, and, if so, was it unlawful for neutral ships to engage in such a trade.

(3) Whether in view of all the evidence brought forward the *Oaks Shosen Kaisha* attempted to violate or alter the terms of the charter party as a whole, or purely with regard to Clause 7 by instructing the Captain to load food stuffs and timber and proceed to the ports mentioned.

Mr. E. H. Sharp, K. C. (instructed by Mr. John Hastings) appeared for the *Oaks Shosen Kaisha*, while Mr. M. W. Slade (instructed by Mr. Wilkinson, of Messrs. Wilkinson and Grist) represented the owners of the *Prometheus*.

Mr. Sharp stated that the plaintiffs were a Japanese Steamship company and traded along the Japanese coast. The Japanese Government had hired certain vessels belonging to the company as transport, and the company had chartered other vessels, including the *Prometheus*, to take their place.

On February 9, 1904, the *Prometheus* was chartered by the Japanese Government to take cargo to Russia and other ports, and on February 10, a six months charter was made in Hongkong between Messrs. Daniel Wier and Company, agents for the owners of the *Prometheus*, and the *Oaks Shosen Kaisha*.

In the first clause of the charter it appears that the charter was for "lawful voyage to all ports of the world, open ports only, and later on in the same clause it is provided that the cargo to be carried was to be limited to goods and merchandise, and that the cargo was to be loaded and unloaded at the ports named in the charter.

In clause 22, continued Mr. Sharp, it was agreed that in case any dispute arose the same was to be settled by arbitration in Hongkong, each party to appoint an arbitrator, and an umpire, and the decision of such arbitrators was to be considered equal to a ruling of the Court. The charter also provided (clause 23) that should the steamer be required by the Japanese Government to undergo Marine survey, the charterers may order the ship to do so at their expense without prejudice to the charter. That clause was specially mentioned in the agreement, and it was agreed that in case of war the steamer was not to be directed to any blockaded port not to be loaded with contraband. The important point to be decided, said Mr. Sharp, was the meaning of that word contraband in the clause. On February 19, before the charter actually commenced, the Japanese Government issued a declaration of war against Russia, and the vessel had not arrived in Hongkong. On February 22 the charter actually commenced; the vessel was handed over and the next day she began her first voyage under the charter. She left Hongkong for Formosa where she loaded rice and sugar for Yokohama, and Kobe, and that cargo was duly discharged at both ports. That brought them on to March 20, when the vessel was at Kobe having completed her first voyage. She then began to load at Kobe for her second voyage, which was never performed. There was to have been a voyage from Kobe to Japan, and then to Formosa, but the cargo was not loaded, and the vessel was not to proceed to Formosa.

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declaration, only such as was generally understood and recognized as contraband by International Law. That was to say, the parties could not have had in their minds any extraordinary meaning which Russia might like to attach to the word contraband. That was the position on the first question; contraband meant that which was recognized by International Law, while the owners contended that contraband meant anything which Russia might declare contraband. On the question of those things which were recognized as contraband by International Law, Mr. Sharp contended that they were clearly stated as they could be put. The commodities were divided into three classes: (1) Those useful for war only, which are always contraband, for example, arms; (2) Those useful for peace only, which are never contraband, such as pianos—

Mr. Slade—Rifles are often carried in pianos.

Mr. Sharp—In that case I suppose pianos would be contraband.

Thirdly, continued Mr. Sharp, those useful for both peace and war, which are contraband if intended for warlike purposes. It was with the third class that they were concerned and goods of the third class might be additionally contraband or occasionally contraband. The best example of goods that they had to deal with—provisions and timber. In regard to the third class the only things that could be considered as being for a warlike purpose was when it was shown that the destination of the goods was to the forces, or to places of military or naval equipment, or by any evidence which proved that the object of the shipment was warlike. Here, the purpose was innocent, pacific. It would be noticed that in proof of the purpose of the voyage being innocent that the vessel was to go from Japan to Formosa, and not from Formosa to Japan, and none of the ports of destination were, as the arbitrator found, places of military or naval equipment. Mr. Sharp referred the Chief Justice to the award of the arbitrator in which he decided that none of the ports to which the *Prometheus* was intended to be despatched were blockaded by the Russian forces. Nothing had been adduced to show that Mr. Arima's (Manager of the *Prometheus*) statement that the voyage was a peaceful one and that the cargo was an ordinary cargo not intended for the enemy's forces, was not correct.

After quoting authorities on International Law, Mr. Sharp said that his friends would argue that Russia could make anything contraband by a declaration, which he contended, was altogether opposed to International Law. International Law was made by nations, not by a single nation. To make contraband by a declaration by a single nation was opposed to the principles of International Law, and such a view absolutely disregarded the interests and rights of neutrals. Russia might declare practically everything contraband and wholly disturb neutral trade. That was to say, she might make what is known as a "paper" blockade. According to the declaration of Paris a blockade must be effective, and must be confined to the area in which it takes place.

Mr. Sharp submitted that improper declarations by a belligerent would not be binding in a Prize Court. He referred to the case of the *Bundesrat* which occurred during the Boer war, and in which the German Government made certain representations to the British Government. They laid stress on the passage in the Official Admiralty Manual (British) which declared that the vessels should be considered neutral if all ports en route were neutral and the final port of destination was neutral. Lord Salisbury's reply to that contention was that the passage was not conclusive and that it was for a Prize Court to decide, not the public or private declaration of any individual or country. Mr. Sharp thought it important to advert to a passage in Lord Stowell's remarks in the case of the *María*. It was the duty of a Prize Court, not to consider the country, but to consider the facts, and in that year of 1805, instructions were issued in England to her cruisers to seize all provisions going to France. These instructions were protested against by neutrals, and in the following year, nothing having been settled in the meantime, England undertook not to confiscate provisions, even if proved to be destined to the forces, in which case they would be contraband. In 1795, an Order in Council was issued supporting the original Admiralty instructions and the same directions were issued. Neutrals again protested and the matter was submitted to an international Commission. The Commission decided against England and she had to pay damages in respect to the seizures she had made. The decision of that Commission was a proper one. That was a case in which numerous judgments were given by Prize Courts and yet England paid damages. The decision of a Prize Court was not final.

The case for the owners, as he said, Mr. Sharp submitted, was first of all, that the Russian declaration was correct in its statement of law and did not give rise to the question which the other side said it did. He took it that the declaration meant what it ought to have meant. Rightly read it would be properly construed according to established International Law. If it was read in the other side's way it was a declaration of war, and on that ground it should be construed in accordance with International Law. Assuming that the declaration clearly stated that provisions were contraband, irrespective of the nature of the cargo, in any case the declaration would be invalid. In any case the declaration would be invalid, unless sustained by a Prize Court. The judgment of the Prize Court itself was not final, or conclusive, if it did not agree with International Law, but was subject to appeal and open to diplomatic action, which diplomatic action had in the past proved effective and neutral nations consistently and successively refused to be bound by decisions which go beyond International Law. In connection with the contention of the owners that the charterers acted illegally in engaging in the Import trade of Japan, Mr. Sharp submitted that the trade, according to authorities, was a lawful trade; it was not a privilege of the line within the meaning of the authorities. The two ports of Kagothima and Okinawa were non-treaty ports, but the other ports the *Prometheus* was destined to call at were treaty ports. Non-treaty ports were open to all.

Mr. Slade—No, I think, the Captain refused to load provisions, and that frustrated the purpose of the charterers. They could do nothing with the vessel—they were engaged in the transportation of provisions, arms, other goods, and if they could not carry them on the *Prometheus* the vessel was no use to them.

His Lordship—What is this action for?

Mr. Sharp—The charterers are claiming damages for the loss sustained by them by the wrongful refusal of the captain to load provisions.

Mr. Slade—What is this action for?

Mr. Sharp—The charterers are claiming damages for the loss sustained by them by the wrongful refusal of the captain to load provisions.

Mr. Slade—What is this action for?

## YACHTING.

## The Second Race.

The second race of the Royal Hong Kong Yacht Club took place yesterday over course No. 8. The wind was south-east and was variable and came in puffs, starting from Kowloon Pier the yachts stood away to a mark on Quarry Bay (port), thence Channel Rocks (port). From Channel Rocks (port) then on to the mark on Quarry Bay again (port), thence to Channel Rocks again (port), and back to Kowloon Police Pier, a distance of 11 miles.

The results were:—  
CHAMPIONSHIP CLASS.  
Yacht Elaph ... 21 47  
Don ... 23 30  
Vernon ... 30 45  
Allen ... 34 17  
ONE-DESIGN CLASS.  
Min ... 32 30  
Colleen ... 33 2  
Kathleen ... 39 10  
Bonito ... 43 50  
HANDICAP CLASS. Corrected.  
Alannah ... 3 51 (1) 3 51  
Chanticleer ... 4 8 (2) 4 8  
Fyne ... 4 9 (3) 4 9  
Iris ... 4 9 (4) 4 9  
Doreen ... 4 11 (5) 4 11

One Design Yachts.  
The first two yachts that are to form the nucleus of the one design fleet are now nearing completion. In about ten days they are expected to be ready to take the water and their trial run is looked forward to with a good deal of interest by intending builders. One of the yachts, owned by Mr. McIver, has been named the *Gael*. According to the plans that have been prepared seven one design yachts are at present building, so that it is reasonable to expect that a fleet of about a dozen will be constructed.

CRICKET.  
INTERPORT PRACTICE.  
The match between Possibles and Possibiles resulted in a win for the Possibles by 4 wickets and 34 runs. The scores were:—  
Possibles, first innings ... 144  
Possibiles, first innings ... 49  
Possibles, second innings ... 49  
Possibiles, second innings ... 49

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## THE 'HANSA' BAND CONCERT.

## An Artistic Performance.

When the bandmen of H.G.M.S. *Hansa* conjured up a harmony from their varied instruments at the Theatre Royal on Saturday night, the deserted orchestra seats seemed, as if by magic, to be filled with an audience capable of offering a covering for their blouses. The very music-stands bowed their heads, and the quaint lamp shades upon them bravely struggled to shade themselves over their humiliated bearers. No wonder that even these poor inanimate objects covered in their time to time being compelled to bear! And then to be suddenly transported to Elysium by melody bearing the fragrance of sweet flowers; melody filled with beautiful sunsets and glowing rainbows, melody which was counterpart of life itself, full of unutterable emotion, prayer, and heartbreak and happiness. It is wonderful that these poor orchestral properties quivered! One could almost hear them murmur in sad voices:

Orpheus himself might hang his lyre upon the willows after this. No wonder! Indeed, to top the music all in all, the *Hansa* band played a most artistic and other music.

And yet this performance, which was a revelation—so far as Hongkong is concerned—in superb technique, in striking quality of tone, and delicate phrasing only attracted a comparatively small house. The dross-chorus was well sung, the music was good, but the playing was not so good. The playing was not so good. The playing was not so good.

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## BY WHEAT AND WAVE.

The cruiser *Feareless* cleared for Singapore this morning.

It has been reported to the Harbour Master that a passenger and cargo launch named the *Cheong On* sank at Kwun Chow Wong, Wuchow, on November 2. It appears that the launch was very much overloaded, having about 80 passengers together with a large number of cattle and pigs on board. The accident, according to the report, was attended with great loss of life only five of the crew getting safely ashore.

The German steamer *Sulist*, Captain Wallis, which arrived at Shanghai recently from Hankow, reports that on the evening of the 31st October his vessel collided with the *Huikun* of Ningpo, a big lanch, close to Joojany Island. It is alleged as cause of the collision that the lanch was not following the rule of the river. The steamer was not injured, but the lanch sank in about two minutes. Captain Wallis sent a boat with his second officer, Mr. Seiler, who picked three men out of the water. The rest of the crew of the lanch saved themselves in their own boats. Eleven were subsequently taken on board the *Sulist* while some preferred to go ashore and remain by the scene of the wreck.

CHILDREN LIKE TO TAKE IT.—The finest quality of granulated loaf sugar is used in the manufacture of Chamberlain's Cough Remedy, and the roots used in its preparation give it a flavor similar to maple syrup, making it quite pleasant to take. Children like to take it and it is no injurious after effect. It always cures. For sale by All Dealers; WATKINS & CO., Ltd., General Agents.

THE DAIRY FARM CO., LD.  
THE EIGHTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S OFFICE, 2, Lower Albert Road, Hongkong, on THURSDAY, the 10th day of November, 1904, at 3 p.m.

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## To-day's Advertisements

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## IRON FRAMED PIANOS

## \$425.

## BEST MAKES OF Imported Pianos AT HOME PRICES.

## APOLLO MASTER PIANO PLAYERS \$385, \$500, \$650.

## PIANOS FOR HIRE OR ON TIME PAYMENTS.

## VICTOR TALKING AND SINGING MACHINES RECORDS BY THE MOST FAMOUS SINGERS

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## PIANO REPAIRS ESTIMATES FREE.

## MUSIC OF EVERY DESCRIPTION. PARCELS ON APPROVAL.

## CAFE WEISMANN, 34, QUEEN'S ROAD CENTRAL (



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE

PORTS	VESSELS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via	Manila	About 9th	Freight and
ST. PAUL, PANAMA, COLON, AND	H. G. H. LAWRENCE	November	Passage.
PORT SAID	B. N. S.	About 12th	Freight only
KINGAPORE, COLOMBO &	Managon	November	
BOMBAY	W. H. S. HALL	About 18th	Freight only
YOKOHAMA, YAMAGUCHI, MOJI	Conda	November	
AND KOBE (Passing through	H. E. KIRK, R.N.R.	About 18th	Freight and
the Isthmus of Suez)		November	Passage.
SHANGHAI	Nubia	Noon, 18th	See Special
LONDON, &c.	F. N. TILLARD	November	Advertisements
	H. W. KENNICK, R.N.R.		

For further Particulars, apply to

P. &amp; O. S. N. Co.'s Office, Hongkong, November 5, 1904.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. SAFETY—SPEED—PUNCTUALITY.

Express Twin Screw Steamships—6,000 Tons—10,000 Horse-power—Speed 19 knots. Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).	TO SAIL ON	REMARKS
R.M.S. EMPRESS OF INDIA	6000 Tons	Wednesday, Nov. 16, 1904.
R.M.S. EMPRESS OF JAPAN	6000 Tons	Wednesday, Dec. 14.
R.M.S. ATHLETIC	3883 Tons	Wednesday, Dec. 28.
R.M.S. EMPRESS OF CHINA	6000 Tons	Wednesday, Jan. 11, 1905.
R.M.S. TARTAR	4425 Tons	Wednesday, Jan. 25.

Hongkong to London, 1st Class, via St. Lawrence 280. via New York 282.

Intermediate on Steamers, £40. £48.

The magnificent "EMPEROR" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VICTORIA (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Broads, Rates of Freight and Passage apply to

D. W. CRADDOCK, Acting General Agent, PEDDER STREET.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MON. KOBE &amp; YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT
ARABIA	4488	BARLE	Nov. 19, 1904.
ARAGONIA	5198	SCHULTZ	Dec. 13, 1904.
NICOMEDIA	4370	WAGNER	Jan. 9, 1905.
NUMANTIA	4370	BERNER	Jan. 25, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, a manuscript with or apply to

PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

Hongkong, November 1, 1904.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMSHIP	LEAVING
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, Nov. 9, at Daylight.
TAMSUI, Via SWATOW AND AMOY.	M. STRUYE	SUNDAY, 13th, Nov., at Daylight.
ANPING, Via SWATOW AND AMOY.	PROVIDENCE	WEDNESDAY, Nov. 16, at Daylight.
TAMSUI, Via SWATOW AND AMOY.	FRITHJOF	SUNDAY, 20th, Nov., at Daylight.
	Capt. B. A. HAZARDEN	Nov., at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been secured instead for maintenance of the Company's Coastal Service. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, November 7, 1904.

## NORTHERN PACIFIC LINE

BOSTON STEAMSHIP CO. BOSTON TUGBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.O. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamship	Tons	Captain	To Sail
TEXAN	8615	G. D. Morrison	About Dec. 17.
TRENTON	8606	T. W. Garlick	About Jan. 10.
LYRA	4417	G. V. Williams	About Feb. 9.
PLEIADES	3763	F. G. Purington	About Mar. 4.

Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila. S.S. TRENTON, 8606 tons, Capt. T. W. Garlick. A. Oct. 2nd January.

CHEAP FARE, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Showmet and Trenton have just been fitted with very superior accommodation for First and Second Class Passengers. The large use of these vessels ensures steadiness at sea. Electric fans in each room. Barber's shop and steam laundry. Cargo stored in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

Dodwell &amp; Co., Limited.

QUEEN'S BUILDINGS, Hongkong, October 28, 1904.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA, AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMSHIP	DATE
GLASGOW AND LIVERPOOL	DIONED	9th November.
GLASGOW AND LIVERPOOL	NINGHOW	20th November.
GLASGOW AND LIVERPOOL	KEMUT	28th November.

## HOMEWARDS.

FOR	STEAMSHIP	TO SAIL
LONDON, AMSTERDAM & ANTWERP	Macmagan	12th November.
LONDON, AMSTERDAM & ANTWERP	JASON	22nd November.
* GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	22nd November.
AMSTERDAM, LONDON & ANTWERP	TELEMACHUS	6th December.
AMSTERDAM, LONDON & ANTWERP	DIONED	20th December.
* GENOA, MARSEILLES & LIVERPOOL	DARDANUS	20th December.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMSHIP	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via KREMUN.		30th November.
NAGASAKI, KOBE & YOKOHAMA		

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents.

## CHINA NAVIGATION CO., LD.

FOR	STEAMSHIP	TO SAIL
MANILA	TEAN	8th November.

PORT DARWIN, THURSDAY ISLAND, CROOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE. THUAN \* 16th November.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze &amp; Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, November 3, 1904.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila Direct	Nov. 12, at 10 a.m.
RUBI	2540	R. W. Almond		Nov. 19, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

Hongkong, November 5, 1904.

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. SWANLEY	...	Captain J. P. DAWSON.
S.S. COVERFIELD	...	J. W. MARTIN.
S.S. ORANLEY	...	W. R. SYKES.
S.S. ARAB	...	M. ROBERTSON.
S.S. ASCOT	...	O. E. COX.
S.S. LOTHIAN	...	J. G. WILLIAMSON.
S.S. INKUM	...	E. S. FRASER.
S.S. SIKH	...	J. ROWLEY.
S.S. SOPALA	...	G. R. SHEPHERD.
S.S. INDRASHAMA	...	R. P. CRAVEN.
S.S. INDRASHAMA	...	H. G. PORTER.

For Freight, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, November 4, 1904.

## STEAMSHIP SERVICE TO NEW YORK, via SUEZ CANAL.

THE Steamship BREIZ-IZEL will be despatched as above on or about THURSDAY, the 1st December, 1904.

For Freight and further information, apply to

STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, November 4, 1904.

## BEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship BENALDER, Captain McIlwain, will be despatched as above on or about SATURDAY, the 13th November.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, October 21, 1904.

## Shipping.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY &amp; FOOCHOW.

THE Company's Steamship HAINUN, Captain Rogers, will be despatched for the above Ports on TUESDAY, the 8th Inst., at 11 a.m.

For Freight or Passage, apply to

DOUGLAS LARRAIK &amp; Co., General Managers.

Hongkong, November 4, 1904.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship GREGORY APCAR, Captain J. G. DUNSTON, will be despatched for the above Ports on TUESDAY, the 8th November, at 3 p.m.

For Freight or Passage, apply to

D. SASSOON &amp; Co., Ltd., Agents.

Hongkong, November 1, 1904.

## FOR NEWCASTLE, N.S.W. (DIRECT).

THE Steamship VERMONT, (4500 tons), Captain HAYNES, R.N.R., will be despatched as above at Noon, on TUESDAY, the 8th Inst.

For Freight or Passage, apply to

BRADLEY &amp; Co.

Hongkong, November 4, 1904.



## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COON TIENTH, AMERICAN AND SOUTHERN AFRICAN PORTS.

THE Steamship OZUSAN, Captain H. W. KENNICK, R.N.R., carrying His Majesty's Mail, will be despatched for the above Ports on SATURDAY, the 13th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. Macedonia 16,500 tons from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed from Bombay by the R.M.S. Mormora, due in London on the 1st January, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, November 5, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

STEAMSHIP	TO SAIL	1904.
ST. HUGO	About Nov. 25.	
SHIMOSA	About Dec. 18.	

For Freight and further information, apply to

DODWELL &amp; CO., LTD., Agents.

Hongkong, October 21, 1904.

## STEAM TO CANTON.

THE new Twin Screw Steel Steamer KWONG OHOW, 1,309 tons, Captain J. P. MARTIN, KWONG TUNG, 1,238 tons, Captain H. W. WALKER, Leave HONGKONG for CANTON at 9 Every Evening (Saturday excepted).

Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey—\$4.00 Males, ... \$1.00 each.

The Company's Wharf is a short distance from the Harbour Master's Office.

SHU ON S.S. CO., LTD., AND YUN ON S.S. CO., LTD., No. 4, QUEEN'S ROAD WEST.

Hongkong, November 4, 1904.

## STEAMSHIP SERVICE TO NEW YORK, via PORTS AND SUEZ CANAL.

THE Steamship KENNEDY, will be despatched as above on or about FRIDAY, the 18th November, 1904.

For Freight and further information, apply to

STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, November 7, 1904.

## A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, I.M. Cassin.

With Woodcut.

(Reprinted from the "China Mail")

One of the best histories of Formosa ever written.

Price, 1/6.

China Mail Office, 2, Des Voeux Street, Hongkong.

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.'S STEAMER OZUSAN, FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown COMPANY'S Godowns at Kowloon, where each consignee will be sorted out Mark by Mark; and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—From London, &amp;c., via Suez, China, Form Australia, &amp;c., s.s. India, From CALCUTTA, via Suez, Falero, From PERSIAN GULF, via Suez, B. I. S. N. and B. and P. S. N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 5 p.m., To-day.

Goods not cleared by the 11th Inst., 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, November 4, 1904.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, AND LONDON.

THE Steamship MONMOUTHSHIRE, Captain G. E. WALKER, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 8th Inst., at 3.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES &amp; Co., Agents.

Hongkong, November 1, 1904.

## BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENMOHR.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th Inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th Inst., or they will not be recognised.

All Broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, November 3, 1904.

## HONGKONG—MACAO LINE.

S. S. WING CHAI, CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 8 a.m.; and on Sundays at 8.30 a.m. Departures from MACAO on Week Days at 2.30 p.m., and on Sundays at 6.30 p.m.

FARES.—Week Days 1st Class, including cabin and servant, Single \$3. Return Ticket \$5. 2nd class \$1. 3rd Class 50 Cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class Single Ticket \$1. Return \$2. 3rd Class, Single 50 Cents; Return 10 Cents; Steerage 10 Cents.

Tiffin and Dinner can be supplied on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$30.00 extra.

Excursion Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Rail Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Company.

Half-fare tickets will be available on the following day. The Ship is to be ready for departure on the following day.

This Steamer, which is the largest and most comfortable of the line, is the property of Wing Chai &amp; Co., Ltd., and is managed by the Company.

SHEWAN, TOMES &amp; Co., Agents, Hongkong, November 7, 1904.

## ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the "Latter Hours" for receiving Advertisements and Corrections to Advertisements.

Alterations and Additions to Advertisements must be made by 4 p.m. on the day of insertion. Advertis



Yours—A. S. H. 3  
H. A. JOHANSEN  
Acting Executive Director



